

## CLAIMS

1. Internal combustion engine (1) with a first (2) and a second (8) exhaust gas turbocharger for charging the internal combustion engine (1), where each exhaust gas turbocharger (2, 8) comprises a compressor wheel (3, 9) and a turbine wheel (4, 10), which rotate around a common charger axis (A1, A2), with an exhaust gas feed line (7, 17) leading to the first (2) and second (8) exhaust gas turbochargers, where the air flows in parallel through the two exhaust gas turbochargers (2, 8), with a carrier housing (12) to hold the two exhaust gas turbochargers (2, 8), with a manifold (13) to collect the exhaust gas streams after the two exhaust gas turbochargers (2, 8), and with a common exhaust gas discharge line (22), characterized in that the two exhaust gas turbochargers (2, 8) are arranged in such a way that the two charger axes (A1, A2) are at an angle to each other which is in the range of 55-100° (Phi) and lie in the same plane (E).

2. Internal combustion engine (1) according to Claim 1, characterized in that the plane (E) is parallel to the top of the internal combustion engine (1).

3. Internal combustion engine (1) according to Claim 1 and Claim 2, characterized in that the exhaust gas discharge line (22) also lies in the plane (E).

4. Internal combustion engine (1) according to Claim 1, characterized in that air feed lines (6, 16) for supplying uncompressed air to the two exhaust gas turbochargers (2, 8) are located above the cylinder heads (14).

5. Internal combustion engine (1) according to Claim 4, characterized in that filters (5, 15) are installed in the upstream direction of the air feed lines (6, 16) on the unpressurized side of the turbine wheel.

6. Internal combustion engine (1) according to Claim 1, characterized in that a wastegate

for deactivating an exhaust gas turbocharger (2, 8) is installed in the manifold (13).

7. Internal combustion engine (1) according to one of Claims 1-6, characterized in that a third exhaust gas turbocharger (18) is installed in the carrier housing (12).

8. Internal combustion engine (1) according to Claim 7, characterized in that the third charger (18) is arranged in such a way that its charger axis lies in the plane (E) and within the angular range ( $\Phi$ ).

9. Internal combustion engine (1) according to Claim 4 and Claim 8, characterized in that branch lines (21) for supplying uncompressed air to the third exhaust gas turbocharger (18) are installed in the air feed lines (6, 16).

10. Internal combustion engine (1) according to one of Claims 7-9, characterized in that two wastegates for deactivating the first (2) and the second (8) exhaust gas turbochargers are installed in the manifold (13).